

METROPOLIS IMPROVEMENTS.

The Commissioners of Her Majesty's Woods and Forests, under the powers vested in them by the Act of the 4 Victoria, c. 12, have issued their plans for the new street leading from Leicester-square to Long-acre, which will be called "Cranbourne-street," and will be of a width from house to house of between 53 and 54 feet. In a few days the commissioners will lease the ground for building the houses, which will be let out in plots, each having a frontage varying from 19 feet to 112 feet, leases for which will be granted from September 29, 1844, for a period of 80 or 42 years, "at a rent of one peppercorn for the first year, and at such rent for the remainder of the term as shall be agreed upon." The houses are to be erected according to such plans, sections, elevations, and specifications, as shall be approved by the commissioners, subject to the inspection of the architect. The whole of the buildings are to be completely finished and rendered fit for habitation before Christmas, 1845, under penalty in each case of forfeiture of the lease. The lessee is to reimburse the commissioners for the expenses incurred for building the vaults and sewers, and paving the street, at the rate of 130*l.* at once, or of 6*l.* 10*s.* rent per annum for a frontage of 45 feet 4 inches. The ground excavated for the basement stories and foundations of the several houses is to be carted away at the cost of the lessee, and, if required by the commissioners, to be deposited to fill up the low ground in the Green Park, for the intended widening of Piccadilly. The lessee is not to carry on the business of tripe-boiler, tripe-seller, slaughterman, soap-boiler, tallow-melter, blacksmith, farrier, chimney-sweeper, or other offensive trade, without consent of the commissioners.

THE FOUNTAINS IN TRAFALGAR-SQUARE.

The operations for the fountains are in a state of forwardness, and the top of the engine-house in Hemming's-row has been surmounted by an iron tank capable of holding about 30,000 gallons of water. With this building there is connected a tower, at the top of which also another iron reservoir will be erected. The borings for water have made great progress, having been carried down to a depth of about 200 feet, and a plentiful supply of water is now obtained to about 80 feet below the surface. These have penetrated below the London clay through an interesting series of shells, down to the maiden or plastic clay. Another series of borings are made in Trafalgar-square, adjacent to the National Gallery, communicating with the former by a tunnel, which is intended to convey the water. The water obtained from these wells is intended not only for the supply of the fountains, but for the Houses of Parliament, and the various Government offices in the vicinity. This is in accordance with new arrangements which will be applicable in the case of fire occurring at these places. Iron pipes have been laid down from the engine-house to the whole of these places, and operations are expected to be completed in about six weeks. The engine-house, when completed, will have a very peculiar appearance, but is partly of the Grecian Doric order, of architecture. In order that the neighbourhood shall not be affected with smoke, the three engines are to be worked with Maide's and Turling's furnaces, two of which are erected in the building.

CHURCH-BUILDING INTELLIGENCE, &c.

Parish Church of Penrith.—During the last fortnight the parish church of Penrith has been undergoing a thorough repair, and on Wednesday week a vestry meeting was held for the purpose of receiving tenders for renovating the paintings around the altar table in the east window. Mr. Jacob Thompson, of Lowther, was the successful candidate, whose estimate was one hundred guineas. It was decided that the amount should be raised by voluntary subscription, the Lord Bishop of the diocese heading the list with a donation of 30*l.* Amongst the individuals present at the meeting upwards of 20*l.* more was subscribed, and for the remainder it is understood the churchwardens will collect through the town.

Kensall-green Church.—On the 8th inst. the ceremony of consecrating the church of St. John, Kensall-green, was performed by the Lord Bishop of London, in the presence of the principal clergy and laity of the district. The church in question, which is to supply the wants of the extreme ends of five parishes, viz., St. Luke, Chelsea (in which parish it is situated); St. Mary Abbott's, Kensington; St. Mary's, Paddington; St. Paul's, Hammersmith; and St. Mary's, Willesden, is situated on the north side of the Harrow-road, almost immediately opposite the principal entrance of the General Cemetery at Kensall-green. It has been erected upon a quarter of an acre of ground, the gift of the authorities of All Souls College, Oxford, and is of the old Norman structure, after designs by Mr. H. E. Kendall, jun., architect, of Brunswick-square; the builders being Messrs. Cooper and Davies, of Castle-street, Southwark. The church is in length from 80 to 90 feet, and width from 44 to 45 feet, composed of yellow brick with flint; the windows of stained glass, with a maygold window over the altar-piece. At the west end are two towers, each about 80 feet high, each tower being surmounted by five terminals of a cross. The west entrance consists also of a porch, forming an arch in the Norman style, with dentils and dog-toothings. The church, in which there is an organ at the west end, is capable of containing about 500 persons. It is 44 feet 2 inches wide, and 82 feet long, and has a stained roof, with open tracing. The cost is estimated at about 3000*l.*, of which sum 500*l.* has been furnished by the Church Building Society, and upwards of 600*l.* is still deficient.

Restoration of Holy Trinity Church.—We understand that a communication has been received from the archdeacon, withdrawing the citation he had sent it to be his duty to enter against the work of rebuilding the south entrance being proceeded with, upon the plan that had been adopted. The archdeacon, with the vicar, the churchwardens, and Mr. Lockwood, the architect, inspected the works on Friday last, which has led to the amicable arrangement now entered into. The principal objection taken, it appears, was to the use of stone, instead of retaining, in its original integrity, that splendid specimen of brick building which the chancel and south transept of the church present; and which is considered the most ancient existing in this country, if not the first instance in which brick-building was employed after the restoration of the art of brick-making, early in the fourteenth century. The archdeacon, unwilling to cause any delay and litigation, has waived many of his objections, and consented to the prosecution of the work in stone, of which material a considerable portion of it was already done; though he would still prefer that brick should be substituted in a buttress partly rebuilt, and the entire restoration take place in that the original material. The work will now, we believe, be immediately resumed. — *Hull Packet.*

New Church at Whitstable.—The foundation stone of Seasalter new church, in the town of Whitstable, will be laid by Sir Brook Bridges, Bart., on Monday next.

RAILWAY INTELLIGENCE.

The Keighley Railways.—On Tuesday evening last, a meeting of the gentlemen and tradesmen favourable to the extension railway from Keighley into Lancashire, by way of Haworth, took place at the latter town, when the surveyor appointed to take the levels delivered in his report, by which it appears that the gradients would be one in eighty. The idea of proceeding with it therefore was given up at once. The meeting, however, did not separate before coming to a determination to have a branch rail up the valley for about four miles for their own accommodation, and at their own expense, the cost of which was estimated at about 10,000*l.*, and a deputation was appointed to wait upon the directors of the Leeds and Bradford Company to make arrangements respecting it.

Proposed Railway from Selby to Goole.—It is now announced that the York and North Midland Railway Company are about to propose the scheme for a line of railway from Selby to Goole.

Railway to Bridlington.—It is said that the grounds from Bridlington, northwards, have been inspected very recently by some eminently qualified gentlemen, for a branch line from the town to meet the York and Scarbro' Railway at Seamer, near Scarbro', the distance being some fifteen or sixteen miles. If such be the case it is expected to prove of great benefit to this part of the country, by giving new facilities to the imports and trade of this port; and more particularly so, as the building of the new south pier, and enlargement of the harbour to twice its present size, are now in operation.

Rochester and Gravesend Railway.—The railway from Rochester to Gravesend, on the line of the Thames and Medway Canal, is in a state of great forwardness, and is expected to be opened at the end of the present month. On Saturday last the safety of the tunnel was tested by firing a loaded cannon in it several times, but no fall was occasioned by the concussion.

North British Railway.—Tenders for the formation of twenty miles by this line of railway, commencing at Berwick, were on Wednesday last received by the directors, at their office in Edinburgh. They were very numerous, and the successful competitor is a gentleman from Yorkshire, who was the contractor of the line between Gateshead and Darlington.

Cost of Railway Construction.—The gradation is this—it being remembered that the amount is per mile:—Dundee and Arbroath, 8,600*l.*; Ulster, 13,300*l.*; Newcastle and Carlisle, 17,500*l.*; Grand Junction, 23,200*l.*; London and South Western, 27,800*l.*; North Midland, 45,000*l.*; Liverpool and Manchester, 51,000*l.*; London and Birmingham, 53,100*l.*; Great Western, 56,300*l.*; London and Brighton, 57,300*l.*; Manchester and Leeds, 59,800*l.*—*Railway Record.*

Branding Junction Railway.—Arrangements have been entered into for the sale of this railway to the Newcastle and Darlington Company, at the rate of 55*l.* for each share of 50*l.*; the purchasers taking the concern as it is, with all its properties, engagements, and liabilities.

Sheffield, Ashton-under-Lyne, and Manchester Railway.—This line of railway is now open to Woodhead, two stations on the Sheffield side of Glossop. The distance from Barnsley to Manchester is thus reduced to about four hours' travelling.

Miscellaneous.

VICTORIA PARK.—The adjudication in the Sheriff's Court last week, in which 3,983*l.* was awarded to the trustees of Sir George Duckett's estate for 21 acres of land, has removed the chief obstacle which has for some time impeded the commencement of operations for the formation of the new park. There is another litigant holding out for a greater sum than has been offered by the Commissioners, but it is expected this claim will be settled without going into court. The property alluded to joins what is called Sir George Duckett's Canal, a very unfortunate speculation, being a short cut connecting the Regent's Canal with the river Lea navigation. It was expected by the trustees that this would have been purchased by the commissioners as an ornamental water for the park, instead of merely constituting one of its boundaries. "Bonner's Hall," which was the subject of much litigation and delay from its proprietors, the trustees of St. Thomas's Hospital, will be vacated at Michaelmas, when it will be immediately demolished. Some interesting discoveries are expected, as it was here where the notorious bishop imprisoned and tortured the first Protestant martyrs. Although no operations have yet been commenced, all the surveys for laying out plantations have been made, and as soon as these obstacles are removed, and the purchased land is restored by the tenants, who have been allowed to resume occupation until October, active operations will at once commence. — *Times.*

STATUE OF HIS ROYAL HIGHNESS PRINCE ALBERT.—A marble statue of his Royal Highness Prince Albert, executed by the celebrated sculptor Wolff, was landed at the St. Katherine's Dock, from Leghorn, on the 7th instant.